

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS -

NEW GOODS.

SOFT DRESS-

SHIRTS - - -

VERY LIGHT WEIGHT PERFECT FITTING.

NEW

CELLNETT . . .

UNDERWEAR . .

COOL SAFE DURABLE.

BATH

ROBES

LARGE ASSORTMENT.

NECKWEAR -

Exclusive Designs

Specially Selected.

ART SHADES

IN

CRÈPE DE CHINE

IRISH POPLIN, ETC.

EVERYTHING

FOR

GENT'S WEAR.

WM. POWELL,

LTD.

28, Queen's Road.

(Opposite Clock Tower.)

Hongkong, 27th August, 1910.

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary on SATURDAY, the 15th proximo, at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents,
Hongkong, 24th September, 1910. [627]

Notices of Firms.

NOTICE.

WE have this day admitted Mr. ARTHUR NILSSON as partner in our firm. OLOF WIJK & CO. AGENCIES, LIMITED.
Gothenburg, 1st September, 1910. [515]

NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD. OLOF WIJK & CO. AGENCIES, LIMITED.
Gothenburg, 1st September, 1910. [616]

NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co. OLOF WIJK & CO. AGENCIES, LTD.
Gothenburg, 1st September, 1910. [617]

NOTICE.

MR. CHARLES EDWARD ANTON has been admitted a member of our Company. JARDINE, MATHESON & CO., LTD.
Hongkong, 23rd September, 1910. [622]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, OR FRIDAY, the 30th September, 1910, at 11 A.M., at Queen's Statue Wharf, The Steam Launch "BELLE"

Length, 58 ft.
Beam, 10 ft. 6 in.
Depth, 6 ft.
Engines, Compound Surface Condensing.
Cylinders, 8 in. 6 in.
Stroke, 10 in.
Boiler Pressure, 125 lbs.
Built by Kwong Hip Lung & Co. in 1906.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th September, 1910. [612]

PARTICULARS OF THE LOT.

of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND opposite Shaukiwan Marine Lot 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rent to be fixed by the Surveyor of His Majesty the King, for use further term of 75 years.

No. of Lot.	Boundary Measurements.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.
1	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
2	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
3	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
4	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
5	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
6	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
7	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
8	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
9	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
10	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000

of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Kau U Fung, in the Colony of Hongkong, for a term of 15 years.

No. of Lot.	Boundary Measurements.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.	Area in Sq. ft.
1	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
2	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
3	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
4	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
5	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
6	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
7	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
8	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
9	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
10	100 ft. by 100 ft.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, and ILLUSTRATED PAPERS are required for the use of the Troops serving here next month in the S.S. "Rohilla" for home. Any such materials will be gratefully received by the Adjutant-General (Mr. A. R. Threlkeld) either at 5, John's Cathedral, or at the Peak Hotel.

Hongkong, 24th September, 1910. [625]

PLANTATION RUBBER ESTIMATES.

SOME REASONS WHY RUBBER MANAGERS HAVE BEEN SO CONSERVATIVE IN FORECASTS OF OUTPUT.

THE VERY obvious fact to anyone, even if he is only but slightly interested in plantation rubber, that the "output" from Middle East producing estates are practically invariably in excess of managerial estimates for the periods covered by the actual returns cannot have escaped notice. The 1909 returns show, for example, that without exception no producer of prime importance failed to exceed by far the estimated yield, and in many cases the actual figures were double (and more) the forecast of the managers. We have been frequently asked why estimates and actual figures cannot more nearly correspond, and in putting this question to us more than one reader has assumed that there is a sinister significance underlying these discrepancies. Marmors of share-rigging by those in the know, of tapping trees to death, in order that advantage might be taken of the prevailing high prices (and recent, much higher prices) of the commodity and of as much as that plantation rubber is not the real permanent investment we have made it out to be, but is nothing better than a wild speculative gamble calculated to bring huge fortunes to a number of unscrupulous individuals and less, possibly ruin, to tens of thousands of others, represent but a few of what, in courtesy, we will describe as suspicious on the part of shareholders of a certain class.

UNDER ESTIMATION NO FAULT.

If these individuals are desirous of finding fault in the prospects of Middle East plantation rubber we would earnestly recommend them to look elsewhere than in the discrepancies between estimates of yields and actual outputs of rubber for such blemishes. Of one thing we are certain, that on no estate has tapping been deliberately forced in order that advantage might be taken of the prices ruling in the raw rubber market. There may be, of course, exceptions to this statement—there probably are—but they are so few and so unimportant that they may be forthwith dismissed as unworthy of consideration, particularly as such practices are bound to bring a speedy retribution in the shape of failures to maintain this temporarily-forced production, and the consequent failure to live up to such exorbitantly untrue returns. Those who attribute sinister motives to the men responsible for the conduct of the affairs of the leading Middle East plantations apparently ignore the fact that their fortunes are just as closely bound up in the permanency of the industry as those of the general body of shareholders. Daring the boom, no doubt, there were a lot of get-rich-quick folk about, but it is difficult to find many of them associated with the permanent side of the industry. Obviously, it is not in the interests of the real plantation rubber magnates to play the goose which are already laying the golden eggs, since they know that these excellent fowls will continue to oblige for a long time to come. No, the difference noted between estimates and outputs has not been due, and, indeed, is not now due, to any desire on the part of those who control the destinies of the producing companies to rig share values, their policy being, if they can be said to have any policy at all in this matter, to keep prices well within sound and remunerative investment bounds. Into the question of the permanency of plantation rubber as an industry we need not enter. Our views are well known, and have been expressed in no uncertain language for years past. We would like, none the less, to express regret that any reader of ours who may have become interested in the industry as an investor should permit his opinion of its future to be swayed by the remarks of any single individual who arrogates to himself the position of critic or by the vindictive irresponsible sedulously circulated by those whose interests it is to foster undesirable rumors upon the public have been very properly exposed in this and some other responsible journals.

WHY RUBBER MANAGERS ARE CONSERVATIVE.

Under the circumstances, then, it might be just as well for us to explain, as briefly as we can, how it comes that actual outputs of dry rubber from Middle East plantations are so disconcertingly, and at the same time so consistently, upsetting the estimates of "outputs." In the earlier days of the industry no man—or, at any rate, very few men—had the faintest idea of what a matured Hevea Brasiliensis on a plantation could do in the way of annual yield. The then existing old trees—chiefly in the experimental gardens, with a few choice lots on estates whose names are so familiar to the Rubber Investor as their own—had given proof that Hevea, grown in an alien soil and tapped none too expertly, could and did yield rubber. But that was about all. The pond or two of dry rubber extracted from these old trees was accepted as the basis upon which to estimate the probable yield from, say, a five or seven-year-old tree in Malaya. The result was that those early private prospectors predicted Gondolas from half a pound of rubber per tree per annum from trees of the age just mentioned. When the amount was reached the managers were satisfied, and so were the shareholders. Caution was the watchword in those earlier days. Five years ago the man who talked about getting three, four or five pounds of dry rubber from a well-developed plantation Hevea, and getting it as a matter of course, was looked upon as a madman. Perhaps the situation did not stop at fooling; perhaps it might pass of that definite order of delirium, which it is usually considered inadvisable to reproduce in print. But men on the spot, with a fair and steady-going body of labor under their control, began to discover that the Hevea had come to the Middle East with its motto, "Business only means what Hevea did not consider business was represented by a yield of half a pound of dry rubber of high grade per annum. Greatly during those earlier years rubber was sold in

form of rubber per tree per annum, and the result was one and a half pounds of the two pounds. Evidently at their terms, the men on the spot began to talk of "reserves" such trees for an indefinite period, but quietly conducted experiments which gave results so astonishing that, being wise men, they kept them to themselves, for a time.

THE LABOUR FACTOR.

Of course, the "truth" had to come out in the end, so prudence fell back on that blessed law of averages. So many scores of new trees were ready to come into the tapping rounds in a given year, and, assuming that these trees would not yield more than the original estimate, the calculation for the prospective years' output retained the old and eminently conservative all—and still coyly shy. Estate after estate, month after month, began to announce outputs double or more those of the corresponding period. Nevertheless, it has been obvious to those who have closely studied plantation prospects that even those estimates, magnificent though they are, do not represent what might be termed the full working weight of the trees now in the tapping rounds. The main reason, so far as we know, for this continued seeming conservatism is not now any desire on the part of managers to live up merely to a rule-of-thumb tapping law, based originally, as we have shown, upon a perfectly erroneous (though equally perfectly honest) idea of the yielding capacity of the tree, but has its origin in lack of efficient labor to carry out the necessary work on the estates. The deficiency in this respect is being rapidly made good, and an important factor in this connection is the arrangements being made by the Planters' Labour Bureau in Malaya to obtain an adequate supply of Chinese labour, bound for a term of years at wages which satisfy the worker, for estates in Selangor and elsewhere. When our dear brother—the Tamil—discovers that his services are not wholly indispensable, the chances are that he will hear a great deal less of the fact that he is a British subject, and we will get a great deal more constant work out of him in return for the not unhandsome wages (circumstances considered) he is being paid. With efficient labour and improved and enlarged machinery for preparing the latex, managers will shortly be in a position to more nearly approximate to their estimates to the actual outputs of dry rubber which they achieve in any given period.

SOME OTHER REASONS.

Apart from a desire not to commit themselves to a definite statement as to the unknown quantity—and that is really what even to-day the yield of a rubber tree in a Malayan plantation amounts to—managers, had other and cogent reasons for keeping their anticipations as to outputs within strict bounds. By this time most people, we think, are aware that on few tropical estates there are dangers from disease and pests to be feared, and the slightest neglect to tackle these dangers instantaneously might easily result in overwhelming disaster. Then, there is such a thing as sickness among the coolies—imagine the effect of an unchecked cholera outbreak on a few of the big Malayan rubber properties—while a mistaken planting policy—say, for example, too close planting—may not only hinder the anticipated development of the trees, but necessitate the divergence of labour which might otherwise be more directly profitably employed to rectify it is mistake before it is too late.

On the whole, we think the public have much to be thankful for from the adoption of a policy of caution—they can call it extreme caution, if they care—in the matter of plantation rubber estimates. Had a contrary policy been adopted—we can well imagine the sweet things which would have been said with regard to plantation rubber during the past few months. But some people seem to prefer the lie rampant to the truth crutch. Well, that we cannot help. We know, however, that in this matter of estimates of outputs the directors of reputable companies and their responsible managers have been right, and we should strenuously oppose any material departure from such a wholly wholesome practice.—The Financier.

THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superior and Sisters of the Italian Convent have the honor to announce that their ANNUAL SALE OF NEEDLEWORK, comprising:—Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a Variety of Articles suitable for presents, will be held at the Convent on the 1st, 3rd, and 4th October next, commencing each day at 10 A.M.

The Superior and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the help of aged and infirm in the Home for the Destitute at Wan-chai.

ITALIAN CONVENT,
25, Cause Road,
Hongkong, 27th September, 1910. [620]

Intimations.

SPECIAL SALE OF WORK

IN AID OF

THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superior and Sisters of the Italian Convent have the honor to announce that their ANNUAL SALE OF NEEDLEWORK, comprising:—Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a Variety of Articles suitable for presents, will be held at the Convent on the 1st, 3rd, and 4th October next, commencing each day at 10 A.M.

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ITALIAN CONVENT,
25, Cause Road,
Hongkong, 27th September, 1910. [620]

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$0.30

Dozen 3.00

Case of 12 Bottles 35.00

SOLE AGENTS:

"FRENCH STORE"

25, Cause Road, Hongkong.

25, Cause Road, Hongkong.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 15th Sept., 1910, 100 cts. per \$ Mar.

BUTCHER MEAT.

Beef—Prime cut—Mellong Pa B 20

" Corned—Ham Ngan Yeh 22

" Roast—Shin 22

" Breast—Ngan Lam 25

" Soup—Tong Yeh 20

" Steak—Ngan Yeh Pa 20

" Sirlon—Ngan Lan 20

" Sausages—Ngan Yeh Chuan 16

Ballock's Brisket—Know 10

" Tongue—Ngan Li 10

" Corned—Ham Ngan Li 60

" Head—Ngan Tan 25

" Heart—Ngan Sam 10

" Hump—Bale—Ngan Kin 18

" Feet—Ngan Keok 5

" Kidneys—Ngan Yeh 5

Entertainment.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OF
GENUINE AGE

AND
FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND

GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—1/6 per annum.

WEEKLY—1/3 per annum.

The rate per quarter and per annum, proportionally.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATHS.

On September 23, 1910, at Shanghai, Walter Dunn, aged 53 years.

On September 27, 1910, at Shanghai, Elizabeth, beloved wife of W. S. Hunter, successor to F. W. Rensbrough, aged 28 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 28, 1910.

"THE YELLOW DRAGON"

Towards the successive numbers of our youthful contemporary the *Yellow Dragon*, we have not only a paternal affection but a parental right of criticizing its effusions and chastising its shortcomings. Happily for our fatherly feelings to the latter degree, there is little in the *Yellow Dragon* which can fairly be said to make necessary an administration of the pedagogic cane or slipper in that classic fashion which has been in evidence ever since Shakespeare's "school-boy, who with satchel and shining morning face, creeping like snail unwillingly to school" foretold the advent of our present-day school-boy who yet detests the termination of school holidays whilst wearing at the same time for a return to the glorious comradeships of previous terms and to renewed trials of strength and application both on bench and in playground. The *Yellow Dragon* in its latest issue constitutes a splendid example of the progressiveness which characterizes our leading Hongkong scholastic institution, Queen's College. With the *Yellow Dragon* dominating the basic Confucian line, all within the *Four Seas* are "Brethren" the contributors of the little journal is filled to

convey to the most immature mind the exuberant spirit that pervades the life of the College as regards both teaching staff and pupils; whilst its informative contents prove very clearly that Queen's College is adding to its laurels every year and that it promises to go on still further in its upward incline and to be the best feeder in the Far East for the Hongkong University that is to be. There is no need now to hark upon the Term-End at the beginning of August last, for the awards and results of examinations were all published in our columns at the time of their publication; and very creditable these were. More important it is that we should look forward to the things which the current Term has in store for staff and pupils. The College re-opened on 13th September and about 700 boys quickly filled up the class-rooms. During the vacation the darker class-rooms have been painted and whitewashed, the light being greatly improved thereby. Class VII and VIII are to reappear—one division of each only—as a training ground for the pupil teachers. Amongst other items, relative to the Term just being entered upon, we learn from the *Dragon* that in the mathematical section Mr. J. Owen Hughes has kindly offered a very valuable prize to the student in Class I who succeeds in obtaining the highest aggregate of marks in the following subjects at the annual examination:—Arithmetic, algebra, geometry, mensuration, trigonometry and book-keeping. Five subjects are compulsory and the sixth is optional. Mr. A. W. Grant, mathematical master, has made a similar offer to Class II. In Hygiene, a prize has been offered by Mr. Garrett for the best paper in Class I at the annual examination. Most of the staff, it appears, found their way to Japan during the vacation and the Editor hopes to receive some account of their doings and happenings next month. As it is the *Yellow Dragon*, he says, is suffering, like Henry I. from a surfeit; hence the new rules regarding the system of marking will be printed in the next issue. The piece of vacant land on Caloe Road above the Disinfecting Station is to be used as a playground for Q.C. boys until further notice. We would suggest to the Editorial staff of the *Yellow Dragon* that every possible incentive should be employed to induce the boys to become contributors to its columns. We know perfectly well that nothing more instructive could possibly be anticipated than those narratives of experiences and adventures befalling the College staff in Japan and the North, for there is little that appeals to the youthful mind more than the perusal of the writings of one whom he knows all the time and is in touch with from day to day. If there is one thing that appeals more to the boyish imagination, it is the knowledge that he is reading on that mysterious printed page of black and white the outpourings of a fellow-schoolboy's mind—which he will almost certainly strive to emulate. And once more point for the Editor: he should have all his articles fully signed by the writers; or, if their modesty does not permit them all to allow this, he should at any rate have their initials set clearly down at the foot of each contribution; and we are sure that there are plenty of clever Queen's College boys who have it in them to come forward fearlessly and without shamefacedness and lay before their fellow Collegians, their tutors, and the Hongkong public at large, some examples of their literary composition—whether in poetry or prose—that their tuition at Queen's College has made them capable of presenting.

LOCAL AND GENERAL.

H.M.S. *Kent* arrived in port early this morning from Wel-hai-wai.

The receipts of tobacco at Para for the month of August were 1,870 tons.

The Bull's Aquatic Sports will take place tomorrow afternoon at the V.R.C. bath.

The annual meeting of the Hongkong Football League Association, Second Division, will take place at the Y.M.C.A. on Thursday, 6th October, at 5.30 p.m.

A REPORT has been made to the Police that while the steam-launch *Widua* was proceeding from Hongkong to Tientsin Customs Station, opposite Nam Tau City, yesterday morning, a ticket-collector of about 16 years of age fell overboard. The body has not yet been recovered.

Cyril Harris, a Jamaican negro, was brought up before Mr. J. R. Wood at the Magistracy this morning on charges of disorderly conduct and assaulting the Police. It appears that the defendant was escorted to the Central Police Station for disorderly behaviour and while in the process of being searched showed his temper by biting Detective-Sergeant Wills on the arm and attempted to inflict similar damage on Detective-Sergeant Tenet's leg but was checked in his mad rush in time. The man was awarded one month's hard labour. We understand that the belligerent party was sent down by the British Consul at Manila as a British subject and it was suggested that the whole case was caused by the man's refusal to be subjected to the indignity of being searched at his socks and shoes while being searched.

KOWLOON CANTON RAILWAY.

THE OPENING CEREMONY.

Guests, to whom railway tickets have been issued for the opening ceremony of the British Section of the Kowloon-Canton Railway on the 1st proximo, will kindly enter the Railway terminus at Tsim-sha-tui by the station gate at the junction of Canton Road with Salisbury Road.

KOWLOON CRICKET CLUB.

A L VELY ANNUAL MEETING.

At the annual meeting of the Kowloon Cricket Club yesterday evening, the chair was taken by Mr. D. Harvey, vice-president; and there was a large attendance. The first item of business done for dispatch on the agenda was the election of office-bearers, but when it was found that upon the agenda appeared the names of some whom the worthy office-bearers seemed to think worthy of all commendation, there was a good deal of hostile discussion evoked. Eventually, however, after Mr. O. A. Brown and Captain Somerville had spoken upon the subject, the report and accounts were adopted, and new elective appointments were made, including the following:—Patron, H.E. Sir Frederick Lugard; President, Sir H. N. Mody; Vice-President, Mr. H. P. Goldsmith; Secy, Mr. T. O'Connell; Treasurer, Mr. T. H. Mead; Committee, Messrs Goldsmith, Harvey, Brown, White, Neilson, Wessley, and Robinson; with Major Chitty and Mr. J. P. Robinson as Capt. and Vice-Captain, respectively, of the Cricket Eleven. A resolution was also passed thanking Sir Horneby for his donation of \$500 of debentures to the funds of the Club.

THE DAGMAR AUCTION.

On Sept. 15 at Bangkok at Messrs. Windsor and Co.'s offices, the stranded steamer *Dagmar* with her cargo was put up for auction. There were very few prospective purchasers and a bid of Tca. 500 for the cargo alone resulted in it being knocked down to Mr. Kai Cheong of Bantawal at this figure. The auction of the vessel was postponed in order that Mr. Kai Cheong might ascertain what arrangements could be made with reference to the purchase of explosives.

FIVE Chimeran have been admitted to the hospital at Hull off from Port-Bari. They were firemen on the steamer *Helopis*, which arrived at Hull from Wladivostok. Altogether there were 58 Chimeran engaged on board the vessel. The steamer has been thoroughly disinfected, and is being kept under close observation.

ORDERS were issued at Aldershot on 30th ult. for striking drafts of the 1st East Kent Regiment and the 1st Yorkshire Light Infantry to be in readiness to embark at Southampton on Sept. 10 for Singapore and Hongkong respectively, to reinforce the service battalions. Captain F. W. Tomlinson, East Kent Regiment, lately serving with the 3rd (Reserve) Battalion at Canterbury, is to join the 2nd Battalion (shortly to move from Hongkong to Singapore) with the 180 men from the 1st Battalion at Aldershot.

A CHINESE editor in rejecting an MS. thus wrote to the author, so we learn from a Paris contemporary:—"We have read your MS. with infinite delight. By the sacred rites of our ancestors, we swear that we have never read such a splendid piece of writing. But if we pointed it in his Majesty the Emperor, our most high and most mighty ruler, would order us to take this as a model, and never print anything inferior. As this would not be possible in less than a thousand years, we, with great regret, return thy divine MS. and ask a thousand pardons."

It has been brought to our notice that four houses in Queen's Road East have been shored up. The houses are all three-storied buildings and as far as two of the houses are concerned, the props have been left standing for the last two years! Part of the shoring has been put up in such a manner as to constitute a source of danger in the event of a collapse to those coming within a certain radius of the artificial props, which show signs of rot. It would be interesting to know what course the Building 2 authority is going to adopt in respect of the houses in question.

MAJOR J. M. Camilleri, second in command of the 13th Rifle Brigade at Hongkong, will succeed to the command early in the New Year. It is announced. Major Camilleri is a distinguished officer with a magnificent record of service of war. He has taken part in the Manipur Expedition, 1891 (mentioned with clasp), China-Hall Expedition, 1893 (mentioned in despatches with clasp), Abor Expedition, 1894; North-West Frontier Expedition, 1897-98 (mentioned in despatches, medal with two clasps), and South African War (mentioned in despatches, brevet majority, Queen's medal with seven clasps).

CAPTAIN G. F. E. Hunt, who takes the cruiser *Neos* out to the China Station, made a great name for himself in the South African War, when he commanded one and sometimes a couple of the smouldering 47 lb. guns which formed part of the armament of Captain Jones' Naval Brigade. Lieutenant Hunt, as he then was, worked night and day both as a gunnery officer and chief of staff, and his services were spoken of in despatches in the most complimentary terms. His ability in a tight place, energy and hard work are beyond all praise (medal with clasp). He also saw service in the Gambia Expedition of 1901, under Lieutenant-Colonel Bland.

THE HARBOUR RACE.

LOGAN WINS.

The annual Harbour Race for prizes presented by the *China Mail*, took place yesterday and proved a great success. Hundreds of spectators crowded on the *Praya* between the V.R.C. and Murray Pier to watch the conclusion of the race. The V.R.C. was packed with a large number of members and their friends. The Police Pier on the Kowloon side, the starting point of the race, was also crowded. The outward French mail interfered somewhat with yesterday's swimming and bar departure for the North just as the race had begun caused two or three of the swimmers to retire in the early stage of the race. Barros was one of them, and accordingly lost his chances of a place in the race. He swam second to Cooke last year after a close struggle. Barros had a very narrow escape. Most of the swimmers saw or were told to look out for the mail boat by the members of the Committee on the official launch. Apparently Barros did not notice the ship; he was making out to allow for the tide. Among the numerous launches that followed the race was a Police launch, in which, fortunately for Barros, was an experienced pilot in the person of P.C. Pattison. This officer noticed Barros' plight and made for him at full speed shouting for the latter to look out. But evidently the swimmer could not hear Constable Pattison's warning note. By this time those in the Committee's boat realised Barros' danger, began to shout out loudly. When within a few yards of the ship Barros saw the imminence of danger and turning round was caught hold of by Constable Pattison, the Police launch almost immediately going full speed astern. The mail steamer passed by within a few feet of the launch. Had the mail boat not put her head to starboard the Police launch would surely have been run down. Constable Pattison is to be congratulated for his presence of mind in averting an accident which might have provided a tropical incident in this year's harbour race. As the competitors passed the U.S.S. *Albatross* the blarney on board which manned the deck raised vociferous cheers. Towards the end of the race a large crowd of spectators gathered on Murray Pier. The structure being made of bamboo was unable to bear the strain and as the leading swimmers were approaching the wall a loud cracking noise of the bending bamboo support of the pier floor gave the preliminary warning for the spectators to rush to the roadway and so an accident was averted.

The officials were:—Mr. A. Rodger, Judge; Mr. Frank Lammert, referee; Mr. T. Meek, starter; Mr. Carl Böhler, timekeeper.

Twelve competitors entered and only ten started; they were: A. V. Barros, G. J. Cooke, T. Martin, F. O. S. Roze, F. M. Cox, E. W. Bradbury, W. G. Corrie, T. Logan, H. W. Peterson and C.A. Carpenter, of the U.S.S. *Albatross*. The swimmers kept together in a bunch at the start and after about a hundred yards had been covered they separated. At this point it could be seen that Cooke and Logan were making for practically a straight course. Barros and Peterson shot towards the east. Roze was keeping pretty well close to Cooke and Logan. After a few minutes swim Logan had a slight lead of Cooke with Roze close behind and Peterson making steady headway in his former direction, the latter having to swim practically by himself, as Barros retired owing to the approach of the French mail steamer. After half the distance was completed, most of the men gave up and only five remained to decide the issue. Tommy Logan was leading easily, with Cooke ten yards behind, Roze swimming third, Peterson coming up strong fourth, and Martin fifth. The men swam in this order until close to the V.R.C. building, when Logan increased his lead, and Peterson sprang up to third place. Between the midway and the wall, Logan never doubting his ability to contest the final issue, took matters pretty easily, while Cooke was swimming for all he was worth in an attempt to overtake his competitor. Within halving distance of the large concourse of spectators Logan, in magnificent style, put on a sprint and his fine rapid strokes were proof of his wonderful staying power. Every stroke he made sent him further ahead of Cooke, who was swimming second, and amidst a chorus of encouraging cheers and "Go ahead, Tommy," the youthful *China Champion* swimmer reached the goal and received a great popular ovation for a popular win. Peterson came in third 50 yards behind Cooke. Roze was a good fourth. Martin luckily finished the race as the fifth and last man to do the entire distance. A gig from the cruiser *Dona Amalia* with a number of Martin's friends followed the swimmer to the end of the race.

Logan's time of 25 min. 58 2/5 sec. is a record.

The positions and times of the first five men were as follows:—

Logan	25 min. 58 2/5 sec.
C. J. Cooke	27 min. 25 2/5 sec.
H. W. Peterson	28 min. 25 2/5 sec.
F. O. S. Roze	28 min. 33 sec.
F. Martin	30 min. 24 2/5 sec.

Previous results are as follows:—
1906 G. R. Robertson, R.C.A. 27.45 4/5
1908 A. E. Thomas (H.M.S. *Tamar*) 28.50 4/5
1909 C. J. Cooke (H.M.S. *Tamar*) 29.20 3/5

At the conclusion of the race the crowd gathered round the V.R.C. bath to witness the presentation of the prizes. Mr. A. Rodger congratulated the winner and the runners-up and also thanked the *China Mail* for inaugurating it or stand for presenting prizes for the last five years. After a few more encouraging words the speaker asked Mr. Hicks, wife of the sub-editor of the *China Mail*, to present the prize to the successful competitors. After which Mr. Rodger handed her a hand some bouquet. These "fading" flowers were then given for Mrs. Hicks and another followed for the donors of the prize for which Mr. Hicks returned thanks briefly.

QUEEN AMELIA'S BIRTHDAY.

To-day being the anniversary of the birth of Dowager Queen Amelia, mother of King Manuel of Portugal, the British and foreign warships in port were dressed in honour of the occasion. At noon a royal salute was fired by the men-of-war in harbour.

THE ORIENTAL HOTEL.

SALE OF PROPERTY IN NEGOTIATION.

We learn that the building of this splendidly situated Hotel (in Queen's Road Central) which has so often changed hands of recent years, is about to be acquired by a well-known Company with its head office in London. Even though the property may change hands, the hotel will remain in uninterupted possession until the expiration of the tenure of its present lease. The property will be acquired with a view to much needed extension of the business of the Company, which finds its present premises much too congested for its growing needs.

A CROWN PRINCE'S BIRTHDAY.

CELEBRATION AT THE WHITE CITY.

No country in the world except Japan can boast of a dynasty twenty-five centuries old. The throne of China may be more ancient, but this has all along, as a Japanese historian has pointed out, been "a cemetery of empires." Through the vicissitudes of twenty-five hundred years one Mizado has followed another in hereditary and legitimate succession. In the Japanese character there are many strong sentiments, hardly yet understood by Western people, but the strongest is a fervid patriotism which finds an object of worship in their ancient line of kings, commonly held to be sprung from legendary gods.

The passing of centuries and the influence of Western civilisation have in no way affected the traditional loyalty of the Japanese people. There was abundant evidence of this at the White City last month when the birthday of the Crown Prince was celebrated in a manner which enabled one to understand something of the spirit which has brought this people into the front rank of nations. In honour of the occasion the Commissioner-General of the Japanese Government to the Japan-British Exhibition, Mr. Wada, entertained the most distinguished of his fellow countrymen now in London, and a number of representative Englishmen, to a banquet.

To mark the occasion there was also a wonderful display of Japanese illuminations—myriads of lanterns and other things which impressively conveyed something of what a Japanese festival really is.

At the banquet Mr. Wada, who presided, was supported by Lord Rotherham, Sir Henry Morris, Sir Albert Rolih, Sir Charles Lawes-Wilkes, Mr. Laurence, Sir Robert Redwood, and many others connected with the exhibition. There were only four toasts—"The Emperor of Japan," "The King," "The Crown Prince of Japan," and "The Chairman." Lord Rotherham proposed the health of the Crown Prince in a most felicitous speech, remarking that it was the first time it had ever been honoured in London. He briefly referred to the great strides made by Japan in recent years, and to the great position she held in the Japanese Empire would be called upon to fill in the course of years.

Mr. Kiraly, in proposing the health of the chairman, paid a high tribute to his great ability and energy. The great services he had devoted to making the exhibition so great a success had added to the distinction of an already distinguished career.

In an interesting speech Mr. Wada acknowledged the kind appreciation of his efforts which he hoped would strengthen the good relations existing between Great Britain and Japan. That occasion was one of great significance to the Far East. Japan valued nothing more highly than her friendship with this country. The friendship, he hoped, would prove of lasting influence in the preservation of peace, and he should feel that all his efforts had been amply rewarded if he had contributed anything towards that ideal. Brilliant illuminations, a special display of fireworks, and a wealth of other entertainments completed the evening's festivities.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow. The agenda is as follows:—

Financial Minister. (No. 77 to 84.)
Report of the Finance Committee. (No. 12.)
Second reading of the Bill entitled An Ordinance to apply a sum not exceeding Six million and forty-two thousand five hundred and forty-three Dollars to the Public Service of the year 1911.

Committee on the Bill entitled An Ordinance to amend the Pharmacy Amendment Ordinance, 1906.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1904.

C. CLEMENTI,
Clerk of Council.

"Will not be proceeded with at this meeting. A meeting of the Finance Committee will be held immediately after the Council."

TYPHOON WARNING.

The telegrams quoted below were received from the Manila Observatory at the American Consulate-General, Hongkong:—

Manila, September 27, 6.30 a.m.
Cyclone or Typhoon E. of Balabac, Oblique moving N.W. or N.N.W.

Manila, September 28, 10 a.m.
Cyclone or Typhoon S.E. of Formosa, moving N.W. or N.N.W.

THE DRUG HABIT.

EVILS OF MORPHINE TAKING.

"I believe that a person who habituates himself to the use of drugs is nothing less than a potential lunatic." Thus a well-known West End physician summed up an interview with a *Full Mail* representative on the question of opium and morphine habits.

"Any one who is normally constituted, who may even be highly strung or nervous, can have no craving for morphine. I myself have undergone severe pain, have had operations, and have taken large doses of morphine to deaden the pain. Its effects were successful, but it does not leave me with the desire to continue it."

Of course, the doctor knew of the prevalence of the habit, and deplored that it should be so. He regarded it as a mild form of insanity, a latent lunacy, in fact, and thought all persons indulging in it ought immediately to be put under restraint.

"I never make it a practice of telling my patients that morphine is used in my list. I cannot count any one who has become addicted to the drug. I wish others could say the same, for I am convinced that a great deal of what is happening is due to the very loose way in which some medical men go about their work. It is a strange, but true, thing, and I say it with all responsibility, drug-taking is more prevalent among medical men and the abhorred profession than in any other class to-day. In America it is worse still."

"The cause for this is that men and women are working with the drug, and it exercises a kind of fascination which almost compels them to try its effects. Among young students the practice is unfortunately spreading, with what result? They qualify, and in numerous cases become earnest advocates of injection by hypodermic syringe. They use it whenever they can; it is one of the curses of the profession, and the young germans are particularly prone to this respect. No qualified doctor need use the hypodermic needle at all, and if there was less of it there would be fewer 'morphine fiends' about."

"It is a curious physiological fact that people are always impressed more by an operation which has some ceremony about it. The very fact that the mind is impressed and the imagination is excited over the injection of morphine by the syringe is sufficient to 'loosen the operation with more than common interest.' It is not so much the actual drug itself which causes harm as the mental operations which begin when the stuff is taken in this manner."

POWER OF IMAGINATION.

"To illustrate what I mean. If I made up a mixture of ordinary sugar and water, put the same in a bottle, and gave it a high-sounding name—say, Saccarose—told my patient it was a highly-dangerous drug of great soothing properties, commenced to inject the same with a big ceremony in a short time that person would be craving absolutely for that simple solution. A slave to sugar and water. It is hardly conceivable, but it serves to show you how powerful the influence of imagination is in this matter. The patient will undoubtedly believe that he is being soothed; and if he is one of those latent lunatics, will probably see visions of beautiful things!"

Continuing, the doctor said he blamed the medical profession for this sort of thing. "The younger men were greatly at fault. Older men rarely used the hypodermic syringe, preferring rather to administer morphine in medicine, accomplishing the object aimed at much more effectively, and laying no foundations of a fatal habit. Its use in that case ceased with the discontinuance of the medicine."

"I have said that it is not the highly strung man who gives way to this habit—it is the person who is not properly lanced. It has been said that bursts of drunkenness are the symptom and not the cause of insanity, so in the case of morphine, the user is to a degree insane, and is not driven to by the drug itself. No healthy man who took morphine legitimately would see 'visions'; that indicates to me there is something mentally wrong. Such a man ought to be put away at once, for he is a danger to himself and others. It is the miserable, depressed, pessimistic, natural y-bred melancholic dullard who takes to morphine, and such ought to be removed out of harm's way at once!"

The habit bred forgery, thieves, murderers, suicides, and finally it would be a benefit to the State if (with drink) the victims were put under restraint. In many cases the morphine user was not content with his drug alone, but took cocaine as well the two producing a worse 'blend' than either."

HONGKONG COPPER MARKET.

LESS IMPORTS FROM JAPAN.

The *Osaka Mail* says that notwithstanding the low quotations, copper merchants in Japan are at present disposing of their stocks. The shipments of copper of all kinds from January 1st to July 31st of this year, he points out, the Japan-Government's statistics, amounted to 1,407,530 lbs. valued at ¥1,557,033. These figures show an increase of 210,000 lbs. valued at ¥30,000, compared with the returns for the corresponding period of the preceding year. Owing to the accumulation of copper in London and the steady increase in the output in the United States, Japanese merchants consider there is no immediate prospect of a rise in price, and in consequence they are anxious to clear off present stocks. The Journal further states that on the Hongkong market there is competition. The value of shipments from January 1st to July 31st, 1910, was 1,100,000 lbs. valued at ¥1,250,000, while shipments for the same period of the preceding year were 1,000,000 lbs. valued at ¥1,100,000. The Japanese market is not so competitive as it was last year, and it is expected that the strength of the Hongkong market will be maintained.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CANTON INSURANCE OFFICE, LTD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—I send you for favour of publication copy of my letter of date addressed to the Editor, *China Mail*, regarding Mr. E. J. Chapman (F.A.A.) (Wesley I instead & Davis) and his qualifications for the Editorship of the Canton Insurance Office, Limited, the Accounts of which recently appeared in your paper and are therefore presumably published to invite criticism.

I am, dear Sir,
Yours faithfully,
A. R. Lowe, C.A.
Hongkong, 27th September, 1910.

[Enclosure.]

CANTON INSURANCE OFFICE, LIMITED, AUDIT.

TO THE EDITOR OF THE "CHINA MAIL."
SIR,—I beg to call your attention to an error in your issue of the 24th inst., which occurs in your reprint of the above Company's report. One of the Auditors, Mr. E. J. Chapman, is therein described with the initials "F.C.A." (he well known designation of a Fellow of the Institute of Chartered Accountants of England and Wales). At this is Mr. Chapman's first appearance on the stage in the guise of an expert professional Accountant. I think, it right to state to the public generally that this gentleman is not a Chartered Accountant, and cannot be one without the regular 5 years' apprenticeship to a Chartered Accountant with its consequent study, examinations to pass and considerable expense.

As far as I am aware Mr. Chapman's sole claim to be an expert is based on his recent membership of the "Central Association of Accountants, Limited," of London.

The investing public has not the time to inquire into the qualifications of public accountants and auditors and, in view of Mr. Chapman's appearance in this new capacity, I am now giving him a public opportunity of explaining what his training, experience and qualifications are for his post he has just filled in order that the public can judge if his membership of the "Central Association of Accountants, Limited" is justified.

As far as I am aware, the only other two members of the "Central Association of Accountants, Limited," in this part of the world are:

Mr. J. Henri & Son, Hongkong.
Mr. P. R. F. Car or of Messrs. Herbert Dent and Co., Canton, but I am open to correction.

It has been said by those who cannot gain admittance that the Chartered Accountants have tried to make a monopoly of Accountancy but this is untrue as any man is free to sit for their examinations (which certainly are stiff and after 5 years' apprenticeship claim admittance so long as he has passed the three examinations as I have done. The first was as it was commonly known was founded in 1850 (30 years ago) by 105 Accountants who were then in public practice.

The Society of Incorporated Accountants was formed in 1885 by those men who were unable to get in the Institute by reason of their non-existence as public Accountants at the time the Institute was formed or their inability to comply with the necessary apprenticeship and examinations of the Chartered Accountants.

The Society has also for some years refused admittance to membership except under somewhat similar conditions as apply in the Institute and these two bodies, now 6,300 in all, practically hold the Accountancy business in their hands though it is still an exception rather than the rule to see any other than a Chartered Accountant holding the appointment of Auditor to a Limited Company of any size in England and Wales or Scotland.

The public of Hongkong do not know these things or venture to think the Board of the Canton Insurance Office would not have appointed an "F.A.A." (Central Association of Accountants, Limited) to audit their accounts.

The securing by Mr. Chapman of the audit of an important Company in the Canton Insurance Office, Limited, must be very flattering to the Central Association of Accountants, Limited, and if the Shareholders of the Canton Office are pleased at paying for this they have the opportunity of expressing it at the General Meeting to be held on 15th October next.

In connection with this particular audit, there is another matter which may be noted and that is Mr. F. Maitland is a member of the Canton Board and thereby responsible for the accounts, and one of the Auditors appointed to criticize them is his own clerk. Surely, this is a solecism which would only be tolerated in Hongkong.

Turning to the published accounts of the company, they are, in my opinion, incorrect and misleading. By this, I do not mean the profits shown are wrong or that the dividend and transfers of the surplus are not properly made, but that the assets are not as shown in the statement which purports to be the position on 31st December, 1909, though it is not actually so stated in the heading. It is a mere quibble to say this account is not meant to represent a balance sheet. The omission of any figures for sundry debtors including outstanding premiums on 31st December, 1909, is apparent, yet it is one of the chief items which shareholders and creditors should look for in any statement of assets and liabilities.

During Mr. Pott's absence in 1907 I partly audited the Company's accounts and refused to sign the accounts for 1907 in the form presented. My letters to the Secretary, dated 19th September, 1907, and to Mr. Percy Smith two days later, explained the irregularities and had been recorded in the understanding that they should be rectified. Unfortunately I was re-

dearly called away to Manila to assist in certain criminal proceedings and was unexpectedly delayed there, so that my partner, who was on his way through to Europe, hurriedly completed the audit of the accounts as the annual meeting had been called and there was no time to alter the figures as promised, but it was understood future accounts were to be properly stated.

As far, therefore, as was in my power, without creating an undesirable deadlock, I fulfilled my duties to the shareholders as an independent public accountant should, and moreover obtained a refund of the Company's monies which had been improperly allowed by the usual Auditors considerably larger than my fee.

On finding that the audit this year has been given to Mr. Chapman in Mr. Pott's absence, I looked over the present report and found in the matter of accounts, the figures are still shown in the same misleading manner. Mr. Percy Smith, the other auditor, disagreed with my views, but I feel quite sure in my own mind that no other Chartered Accountant would agree with him, nor would a Council of the Institute approve his views on the subject, as far as I understand them, as the book-keeping method employed is not clear, and such a method, in my opinion, one that might help to conceal any attempt of fraud.

Mr. Percy Smith's views may since have altered, and it looks as if he was uneasy about the position as I find in his last two certificates he omits the word "correct" and merely certifies the accounts are in accordance with the books. If therefore the books happened to be wrong it might probably be legally held that he was not responsible for any misstatement of funds in other words the auditor giving a certificate in this form is entirely evading responsibility, but at the same time leading the shareholders to believe that the accounts have been audited and found correct.

I do not think shareholders intentionally employ auditors who decline responsibility in this manner, but in this case they have only themselves to blame for not trading the certificate or asking at the general meeting what it covers and what it does not.

Alterations in the form of auditors' certificates are not entirely noticed in this Colony as the newspapers invariably omit them when publishing the annual balance sheets.

The correct method in England for auditors who find their views at divergence with Companies' officers is to circulate shareholders, but in this Colony it is customary for large quantities of shares to be held under blank transfers and the true owners' names therefore do not appear on the register, so, as I am not a shareholder entitled to speak at the forthcoming meeting and the Company have published their accounts in the local press, I find this mode of addressing them through you the only practical one.

Thanking you in advance for the kind insertion of this letter, which I trust will be of some public interest,
I am, dear Sir,
Yours faithfully,
A. R. Lowe,
Chartered Accountant.

Hongkong, September 27.

[We have taken the liberty to make certain alterations from the foregoing letter.—Ed. H. K.]

THE SACRED DOG OF CHINA.

The dogs and dynasties of the forbidden Land have been intermingled since the earliest days of the Empire, and certainly there is no more interesting dog known to civilization than the Pekingese, or sacred dog of China, of which over 20 were bequeathed to the specialist show of the breed held in London recently. In the wonderful history of the Eastern Empire these dogs have played a prominent part, and even yet severe punishment is meted out to anyone removing them from the Imperial Palace. As recently as a year ago, the penalty was death by hanging, but as a rule the punishment has been a more merciful one, and was known as the "death of the thrush and sinner."

The first Pekingese was introduced into this country in 1860 or 1861, having been taken during the sack of the Summer Palace by the British and French troops then in alliance. These first importations belonged to an aunt of the then reigning Emperor, who, after valiantly trying to place her canine pet out of the reach of the foreigners, committed suicide at the entrance of the white battlements. At that time little was known, even in Peking itself, regarding the sacred dogs, which (says a writer in the "Scoutman") were the treasured and exclusive possession of the Royal Family. He adds: I have a picture of a Pekingese engraved somewhere about the middle of the past century, and entitled "The Lion Dog of China," so called from its lion-like mane and fierce head, which are characteristics of the modern Pekingese.

Other names for the breed are sun dog and sleeve dog, the last mentioned being the smallest members of the variety, and a fawn and white one was presented by Guo Dunno to the late Queen Victoria, and was so loving that on the journey from Peking to England he spent his sleeping hours curled up inside the General's baggage. I have been privileged to see a small brood of the Hsu dynasty about 200 B.C., which has excellent engravings of Pekingese on it, and the finest Chinese workman has always been devoted to representation of these sacred dogs.

On Chinese temple gates Pekingese are often flanked with the Chinese lion (in Buddhism, the Protector of Faith), and models of Pekingese are common on the lids of lacquer boxes. Until the recent Egyptian excavations, the Chinese did not indulge in the indiscriminate worship of animals, the Pekingese being the only sacred dog, and in several parts of the Empire the Chow Chow, or white dog of China, is still eaten with relish. The Pekingese is easily the most popular dog in this country, and is likely to remain so for a long time to come.

THE WORKSHOP OF THE EAST.

INNER MEANING OF THE NEW JAPANESE TARIFF.

"So," said my Japanese friend, waving a day bird towards Nagasaki's distant docks and machine shops, "we shall become the workshop of the East."

I turned from the smoky harbour and pointed to the acres of paddy field, to the orchards, whence came the chatter of the country girls, and asked: "And then will you still be known as the 'Land of Luxurious Rice Crops'?" The little Japanese had no reply save an imperious smile. Doubtless he, too, foresaw the conflict between agriculture and industry, which seems to arise in every country afflicted with civilisation—that conflict between village and city for the labour of man, with the city as a by-product every time. The little chat took place some years ago, but it comes back sharply to memory to-day when we have the new Japanese Tariff Bill before us and comprehend its inner meaning.

On that sunny September morning, when we stood on the slopes of the beautiful Nagasaki hills, my Japanese friend was a reflex of his nation, groping to bring about the realization of a vague ambition.

Since then his Government has led the way by giving more and more patronage to industrial forms of activity. Gradually the national character of the people has adjusted itself to the new atmosphere; the vague ambition has been consolidated into a definite ideal, and Japan, proudly waving the banner of Protection, marches with firm and challenging step into the world's industrial arena.

THE DIVORCE FROM THE SOIL.
The new tariff means a definite step in Japan's industrial evolution. Already we have to start rearing our mental picture of that country, just as we have in England well over a hundred years ago, when a not unimpaired national change was in progress, Japan is finding that the stream of population is setting towards the towns, with their better standard of living and more social diversion. True, she is yet an agricultural country, 60 per cent. of her 53,000,000 people living on the land as against Britain's 15 per cent.; but the population of the cities is increasing in striking manner, despite the higher rural birth-rate.

Leaders of agriculture are aware of the dangers ahead, and are lamenting the fact that with the development of commerce and industry—with which agriculture cannot keep pace—young men from the villages are flocking to the cities, where they are employed in shops, offices, and mills, or, as one critic puts it, "buried among factory hands." You get a glimpse of the peace of the up-country orchard, fascinated by the glare and glitter of town life and the allurements of higher wages in the cotton mill. The people are becoming divorced from the soil; the domestic industries represented by the old-time loom and spinning wheel are being swept away by the competition of the organized labor of the factories with their large capital.

The Government seems less jealous of Japan's classic reputation as the "Land of Luxurious Rice Crops," the people want, and are getting, a "black country" to boast of; they want a Lancashire of their own, they threaten to become powder (a forest of chimney stacks) to a forest of trees; to delight more in furnaces than in flowers.

The Japanese cotton industry affords an interesting proof of the progress of Japan as a manufacturing country. There are now over 100 cotton mills with more than 6,000,000 spindles. The total production of cotton yarn is 43,000,000 kwans (a kwan equalling 3.67 lb. avoirdupois). The number of operatives, like that of mills, is increasing year by year, and it is estimated in round figures that there are now 16,000 male and 50,000 female operatives.

THE THIN END OF THE WEDGE.
It is not difficult to foresee what an industrial revolution in Japan would mean to Western manufacturing countries. The Tariff Bill has caused a flutter in most Foreign Offices, where it is realized that Japan is now no longer the docile pupil, but the keen rival, wanting none of the other folk's battleships, engines, yarns, and woollens. We know that the new tariff is not for revenue so much as for shutting out foreign manufactures; it lets raw materials in duty free, puts light duties on partly-manufactured goods, and a duty of 47 per cent. on those wholly manufactured.

But the shutting out from Japan of foreign manufactures is only half the story. It will be completed when Japan becomes the "workshop of the East." Quite apart from the tariff, everything is in her favour in that respect as regards the big Eastern markets, notably China, which we of the West have nursed so fondly and so long. An accident of geography minimizes the cost of transport, while the cheapness of labour is even a greater advantage. In the cotton mills, for instance, the wages are roughly 100 to 1 for females. What can Lancashire do against that?

Lancashire imports to Japan equal about £3,000,000 per annum. The new tariff will mean a heavy decrease, but nothing compared with the possible losses in other European markets when, in further stages of her industrial evolution, Japan gets a grip on them. Even now 90 per cent. of Japanese cotton yarns are exported to China.

We have passed beyond the stage of surprise at Japan's forward march. We have ceased to bother ourselves much about such common things as new ears in the Far East; but it is probable that in a few years, when we survey the results dating from the inauguration of the new tariff, we shall find that it marked a more momentous step in Japan's industrial development than was apparent in the mere fact of the Tariff Bill.—Gordon Mearns in *Pall Mall Gazette*.

A MARRIAGE is arranged, and will take place on October 1st, Hongkong, between Captain Diana Hamilton Powell, 10th Mahratta Light Infantry, third son of the Viceroy, the Archdeacon of York, and Violet C.E. Timlin, fourth daughter of Mr. H.C.A. Timlin, of Public Hill House, Limerick, Ireland.

Today's Advertisements.

NOTICE.

WE HAVE This Day admitted Mr. ARTHUR NILSSON as a Member of our Company.
OLOF WIK & CO. AGENCIES, LIMITED.
Göteborg, 1st September, 1910. (615)

FOR SHANGHAI.

THE P. & O. S. N. Co's Steamer
"ASSAYE,"
Captain Owen Jones, R.N., will leave for SHANGHAI TOMORROW, the 29th September, at 10 A.M.
For Freight or Passage, apply to
E. A. HEWETT, Superintendent.
Hongkong, 28th September, 1910. (614)

COMMERCIAL.

28th September, 1 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	105/6
Anglo-Java	116/7
Anglo-Malay	123/4
Balgowies	112/3
Batu Tiga	102/5
Bentam	107/9
Bukit Kajang (pp.)	59/
Bukit Rajah	176 prem.
Carey United	105/
Changkat Serdang	510
Cheras (part paid)	49 prem.
Da (fully paid)	520
Damanaras	145/
Eastern Internationals	113/3 prem.
Fed. Selangor	—
Glenshiels	53
Glenshiels	112/6
Golden Hope	—
Highlands and Lowlands	101/
Indragiri	517
Juch Kenneth	—
Jenqies	—
Jonglondors	—
Kamunings	4/9 prem.
Kuala Lumpur	155/
Lapadrons (fully paid)	—
Lansdown (ppd.)	—
Labas	—
Ledbury	75/
Lingit	49/
London Ventures	6/3
Meilmanus	7/6
Pejams	510
Pegohs	528
Rubber Trusts	15/ prem.
Saggas	270/
Sandycrofts	531
Sepangs	—
Seafelds	—
Sekong	176 prem.
Shelford	70/
Singapore & Johore	514
Sumatra Paras	101/
Sungei Choh	91/6
Sungei Kapras	13/6
Tanjong	—
Tangkahs	30/
Toerangle	2/ prem.
Ulu Runtis	—
United Serdang	103/6
United Singapore	51/35
United Sumatras	50/
United Langkats	80/
Tronohs	33/
Pera Rubber	7/ per lb.

RUBBER DIVIDENDS.
Cables from London state that United Sumatra pays a twenty per cent. dividend and carries forward £7,304.
Anglo-Malay pays an interim dividend of 25 per cent. and Paying of 75 per cent. and Golden Hope of 50 per cent.

Events Coming.

Thursday, 29th September.
Buffet Aquatic Sports, at V.R.C. B.A. H.
Geo. P. Lamont auction sale of furniture at 130 Macdonnell Road (ground floor) 2.30 p.m.
Legislative Council Meeting, 2.30 p.m.
Friday, 30th September.
Royal Hongkong Yacht Club annual meeting, 5.15 p.m.
Geo. P. Lamont, auction sale of furniture at No. 37 Kowloon Docks, 2.30 p.m.
Saturday, 1st October.
Italian Convent Sale of Work, to a.m.
Hongkong Jockey Club, half-yearly meeting, at Hongkong Club Annex, 12 o'clock noon.
Opening of Kowloon-Canton Railway, British Section, 7.45 p.m.
Civil Service Sports, Happy Valley.
Boxing at Ely Hall, "Bill Lewis" vs. "Roy Kenny" 9 p.m.
Monday, 3rd October.
Italian Convent Sale of Work, to a.m.
Sale of Crown land at Kau U Fong, P.W.D., 3 p.m.
Sale of Crown land at Shaukiwan, P.W.D., 3 p.m.
Even of Jewish New Year.
Geo. P. Lamont, auction sale of furniture at No. 6 Hart Avenue (Kowloon), 2.30 p.m.
Tuesday, 4th October.
Italian Convent Sale of Work, to a.m.
Theatre Royal, 8 p.m.
Wednesday 5th October.
Theatre Royal, 8 p.m.
Thursday, 6th October.
Annual meeting of Second Division Football League, at Y.M.C.A. rooms, 4.30 p.m.
Saturday, 8th October.
Daily Farm Co's annual meeting 10.15 a.m.

Today's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APOAR,"
Capt. G. F. Hudson, will be despatched for the above Ports on SATURDAY, the 1st October, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co. LIMITED, Agents.
Hongkong, 28th September 1910. (613)

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENALDER."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th September, 1910. (611)

THEATRE

ROYAL

ONE WEEK ONLY.

The Incomparable
NICOLA

And the same Original Company that Mystified

New York 6 Months Chicago 3 Months
London Vienna
Paris Berlin

And all the Principal Cities of the World

TONS OF ELABORATE STUNNING STUNNING STUNNING
Special Apparatus and Electrical Effects

POSITIVELY THE GREATEST SENSATION
THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Out SENSATION

Nothing on earth has yet been found that can hold Nicola a prisoner

GEORGE NADOLNY WHIFFLE & ADAMS
America's Greatest Escapologist Reformed Singing and Dancing Artists

MARGUERITE SUTTON DOBSKI
The Peerless Psychic Marvel The King of Laugh Provokers

SOLID HOURS OF LAUGHABLE MYSTIFYING AND
EDUCATING ENTERTAINMENT

Commencing Wednesday, October 5, 1910.

SPECIAL MATINEE SATURDAY, OCTOBER 8, FOR LADIES
AND CHILDREN.

Hongkong, 28th September, 1910. (614)

THE PERFECT WHISKY.

Acknowledged

For Mildness,

by all to be the

Mellowness and

best

Maturity

Scotch Whisky

it cannot be

on the Market.

equalled.



See that the name of D. & J. McCallum is
on every bottle. Otherwise it is not genuine
"Perfection."

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,

Hongkong

Telephone No. 133.

Wentworth, 12nd September, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER, 31 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc.
(Subject to alteration.)

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8th.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4th.
"EMPRESS OF CHINA" SATURDAY, OCT. 15th.	"ALLAN LINE" FRIDAY, NOV. 12th.
"EMPRESS OF INDIA" SATURDAY, NOV. 19th.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16th.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17th.	"ALLAN LINE" FRIDAY, JAN. 13th.
"EMPRESS OF CHINA" SATURDAY, JAN. 14th.	"ALLAN LINE" FRIDAY, FEB. 10th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the similar. Full particulars on application to Agents.

Through Passengers are allowed Stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN via SWATOW, WEIHAI	CHIPSHING	FRIDAY, 30th Sept., Noon.
SHANGHAI via SWATOW	WOSANG	FRIDAY, 30th Sept., Noon.
MANILA via SWATOW	LOONGSANG	FRIDAY, 30th Sept., 3 P.M.
SHANGHAI, KOBE & MOJI	KUOSANG	TUESDAY, 4th Oct., Noon.
MANILA	YUNHSANG	FRIDAY, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALOUTTA, NAMSANG	MAUSANG	SATURDAY, 8th Oct., Noon.
SANDAKAN	MAUSANG	MONDAY, 10th Oct., Noon.

RETURN TOURS TO JAPAN (Occurring 14 Days).
The steamers *Kuoshing*, *Wosang* and *Loongsang* leave about every 14 days for Shanghai and returning to Hongkong (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Port, Chiao, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dair, Simporia, Tawao, Usukas, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 215, Hongkong, 28th September, 1910.

JARDINE MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
PAKHOI	"SHANSHI"	29th Sept., Daylight.
SHANGHAI	"CHIHAN"	29th " " 4 P.M.
MANILA, ZAMBOANGA & AUSTRIA	"OHANGSHA"	30th " " 4 P.M.
LIAN PORTS	"YIHAN"	1st Oct., Midnight.
SHANGHAI	"SINGAN"	1st " " Noon.
HONGKONG & HAIPHONG	"TAMING"	1st " " 4 P.M.
MANILA	"NANOHA"	1st " " 4 P.M.
TSINGTAI, CHEFOO & NEWCHWANG	"KAIPOH"	1st " " 4 P.M.
ILOILO & CEBU	"KAIPOH"	1st " " 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	1st " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anker, Chosen, Lian, Chikuan).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
Telephone No. 15, Hongkong, 28th September, 1910.

BUTTERFIELD & SWIRE,
Agents.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

SAILING DATES.

ZAPIRO

RUMI

For Freight or Passage, apply to

SHEWAN TOMES & CO.

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SHEWAN TOMES & CO.

SHEWAN TOMES & CO.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trade service, with no transshipment, and shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada; also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"CHUGA MARU" Capt. I. Goto	6,182	WEDNESDAY, 5th Nov., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMU via SWATOW and AMOY	"DAIJIN MARU" Capt. Y. Kaboraki	SUNDAY, 2nd Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fushiro	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

ORIENTAL THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 2nd Class \$55.00 3rd Class \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th September, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takeda, Tons 7200 HIBANO MARU, Capt. H. Fraser, Tons 9200 TANGO MARU, Capt. A. Christensen, Tons 8200	WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 26th Oct., at Daylight. WEDNESDAY, 9th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE { KAMAKURA MARU, Capt. J. Nagai, Tons 7000 { SATURDAY, 8th Oct. From KOBE.

VICTORIA, B.C. & SEATTLE { INABA MARU, Capt. K. Kawan, Tons 7000 { TUESDAY, 11th Oct., at Noon.

SHANGHAI, MOJI & KOBE { TAMB MARU, Capt. K. Sato, Tons 7000 { TUESDAY, 8th Nov., at Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE { YAWATA MARU, Capt. T. Sakino, Tons 5200 { FRIDAY, 30th Sept., Noon.

BOMBAY via SINGAPORE & COLOMBO { HAKATA MARU, Capt. A. Mocker, Tons 7000 { TUESDAY, 4th October.

SHANGHAI, MOJI & KOBE { BOMBAY MARU, Capt. Teranaka, Tons 5000 { THURSDAY, 19th September.

NAGASAKI, KOBE and YOKOHAMA { KUMANO MARU, Capt. M. Winkler, Tons 6500 { WEDNESDAY, 26th Oct., at Noon.

KOBE and YOKOHAMA { TANGO MARU, Capt. A. Christensen, Tons 8200 { THURSDAY, 29th Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

* Calling at Saigon.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1st MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class \$120 \$110 \$100 \$80

2nd " \$80 \$70 \$60 \$50

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 4 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO,

HONGKONG, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" (On or about 1st October).

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

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For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents, Hongkong, 27th September, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEB, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for S.E. & V. PENINSULAR & ORIENTAL STEAM NAVIGATION CO. and SOUTH AFRICAN PORTS.)

THE Steamship.

"DEL II" Captains G. W. Gordon, R.M.R., carrying H.B. Maltby's Mail, will be despatched from Hongkong for BOMBAY, etc., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "CHINA" 7,912 tons, fitted for the Colonies, and accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Egyp", due in London on 12th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWITT, Superintendent.

Hongkong, 19th September, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship.

"EASTERN."

Captain McArthur, will be despatched as above on SATURDAY, the 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th September, 1910. (612)

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship.

"INDRAWADI."

Captain W. Gray Williams, will be despatched as above on or about 19th Oct.

For Freight apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 19th September, 1910. (608)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VICTORIA, VANCOUVER AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On board

Kamari 6,211 G. B. McGill 20th Oct.

Aymara 4,353 J. Boyd 20th Nov.

Calling at Amoy and Keelung, if sufficient independent orders.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 27th September, 1910. (611)

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" (On or about 1st October).

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" (On or about 1st October).

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" (On or about 1st October).

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" (On or about 1st October).

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" (On or about 1st

